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CLASSIFICATION		CONFIDENTIAL	
CENTRAL INTELLIGENCE AGENCY		REPORT	
INFORMATION REPORT		CD. NO.	
COUNTRY	USSR	DATE DISTR.	15 Feb 1954
SUBJECT	Construction of the Baranovskiy-Kraskino Railroad/Rostov Rail By-Pass	NO. OF PAGES	2
PLACE ACQUIRED		NO. OF ENCLS.	(LISTED BELOW)
DATE ACQUIRED		SUPPLEMENT TO REPORT NO.	
DATE OF INFO.			

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1. Following an assignment of five years, 1930-35, on the Tomsk Railroad in Siberia, [] returned to Kiev [] spent three years working on layouts of projected new railroads in the Kiev area.
2. However, in 1938 after a large-scale Soviet-Japanese battle at Hassan [sic] in Siberia, [] 70 - 80 other engineers were rushed to Vladivostok to prepare for construction of a new railroad which was to run from Baranovskiy to Kraskino. Purpose of the road was to provide for more adequate defense of the area.
3. [] assignment was to survey the projected route. The project was not finished [] in 1939.
4. The new railroad began at Baranovskiy, which is about 12 kilometers south of Voroshilov, and ran for approximately 228 kilometers to Kraskino. It was a single-track line and represented the only method of transportation. There were not even any roads in the area.
5. [] the line was completed in about two years through the use of over 200 thousand slave laborers working under NKVD supervision.
6. It was a difficult construction job in one respect because, although the terrain was flat for the most part, it was very low and became very swampy in the spring. Actually water covered most of the area through July.
7. It was necessary to bridge the Manguga [sic] River.. This point would be extremely vulnerable to aerial attack and a successful attack would completely paralyze operation of the road.
8. Another vulnerable point at which traffic could be stopped with a couple of well placed bombs would be the point where the railroad crosses the ridge, south of the Manguga River. The ridge is about four to five thousand meters in height and it is necessary for two locomotives to operate in tandem to get over the ridge. There is a grade of approximately 3% at this point.

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9. During construction a 32-meter-cut was made in the ridge between Riasanovka /sic/ and Sookhanovka /sic/ and it required the use of 600 tons of aminol.
10. The entire line, including the bridge over the Mangugay River, is single track. The bridge is steel and was constructed by engineers sent from Moscow.
11. There is a large railroad station and repair yards at Voroshilov.
12. Following completion of the survey of the route for the Baranovskiy-Kraskino railroad, [] team was returned to Kiev where [] resumed work in projection of new railroads. Our operation was known as the Kiev Union Transportation Project and was one of six to 10 similar offices which were scattered throughout the USSR.
13. It is interesting to note that [] Ukrainians were not assigned anywhere in the western section of the USSR. [] sent only to the far east. Personnel from the Moscow office was sent west and personnel from the Leningrad office was sent south on railroad building assignments.
14. From 1939-43 [] worked at the Kiev Transportation Project. One [] principal assignments was surveying of a projected railroad which would bypass the city of Rostov. At Rostov there was only one railroad bridge over the Don River. It was realized that it would be vulnerable during war. This proved true. The bridge was completely destroyed by the Germans during World War II and rail transportation in the area was paralyzed.
15. The line [] ran from Tikhoretsk through Atoman /sic/ to Kamenodolnii /sic/. It was to be a single-track line. However, it was never constructed []

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